

MINUTES

Meeting: Royal Wootton Bassett and Cricklade Area Board
Place: Lyneham Primary School, Preston Lane, Lyneham, Chippenham,
SN15 4QJ
Date: 13 March 2024
Start Time: 6.30 pm
Finish Time: 9.16 pm

Please direct any enquiries on these minutes to:

Matt Hitch (Democratic Services Officer), (e-mail) matthew.hitch@wiltshire.gov.uk

Papers available on the Council's website at www.wiltshire.gov.uk

In Attendance:

Wiltshire Councillors

Cllr Allison Bucknell (Chairman), Cllr David Bowler, Cllr Steve Bucknell and
Cllr Jacqui Lay

Cllr Nic Puntis (Portfolio Holder for Flooding) and Cllr Caroline Thomas

Wiltshire Council Officers

Sam Howell (Director Highways and Transport),
Jason Salter (Head of Service for Passenger Transport)
Chris Clark (Head of Local Highways)
Jack Francis (Highway Project Engineer)
Mary Noyce (Technical Team Manager, Highway Operations)
Andrew Jack (Strategic Engagement & Partnership Manager)
Dom Argar (Assistant Multimedia Officer)
Matt Hitch (Democratic Services Officer)

Total in attendance: 55

| <u>Minute No..</u> | <u>Summary of Issues Discussed and Decision</u> |
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| 21 | <p><u>Welcome and Overview</u></p> <p>The Chairman welcomed attendees to the meeting and gave an overview of the procedure.</p> |
| 22 | <p><u>Highway and Transport Presentations</u></p> <p>The Area Board received a presentation from the following officers and councillors:</p> <ul style="list-style-type: none"> • Sam Howell (Director Highways and Transport), • Jason Salter (Head of Service for Passenger Transport) • Chris Clark (Head of Local Highways) • Jack Francis (Highway Project Engineer) • Cllr Caroline Thomas (Cabinet Member for Transport, Street Scene, and Flooding) • Cllr Nic Puntis (Portfolio Holder for Flooding) <p>The presentation covered, but was not limited to, the following matters:</p> <p>Introduction:</p> <p>An overview of the Wiltshire transport context was provided, including how the highway network represented the Council's largest and most valuable public asset with a replacement value of over £5billion including over 2,800 miles of road. There were 346 miles of A roads, 199 miles of B roads, 1,037 miles of C roads and 1,247 miles of unclassified road.</p> <p>The relation of Highways and Transport to the Wiltshire Council Business Plan was outlined.</p> <p>Statistics were provided about the number of assets that needed to be maintained, including 50,000 streetlights.</p> <p>Investment in the Network:</p> <ul style="list-style-type: none"> • An overview of the funding available to Highways Maintenance was outlined, including that there was a Highways Maintenance fund of £21million, which was topped up by additional funds, such as a £3.6 million pothole fund. |

- Other sources of funding top ups were covered, including additional investment from Wiltshire Council of £10 million for preventative maintenance and further Government funding to span a two-year period. By the end of financial year 2024/25 Wiltshire would have received an additional £5.228 million from the curtailment of the HS2 rail project.
- It was noted that as a local authority, Wiltshire was robust and had a preventative eye. The importance of prioritising issues was outlined.

The Local Transport Plan:

- The importance of having a Local Transport Plan was outlined, with it setting a framework for maintaining and improving transport in Wiltshire.
- The importance of the Local Transport Plan aligning with the Local Plan Review to help deliver Wiltshire Council's Business Plan priorities was stated, with key themes identified including decarbonisation, freight, road safety and active travel.
- It was noted that there would be plenty of opportunities to be involved in the consultation for the Local Transport Plan.

Public Transport Review:

- An overview was provided about the public transport review, which would aim to shape the future bus policy as well as priorities for support.
- There had been over 1,000 responses to the consultation, which ended on 10 November 2023.
- The aim was for a new policy and network to be implemented from April 2024.

Highways Maintenance:

It was explained that the Council had three different approaches to maintenance:

- Reactive Maintenance - Responding to issues as they arise, such as repairing potholes or replacing damaged signs.

- Planned Maintenance - Scheduling regular maintenance tasks to prevent issues from arising in the first place or getting worse.
- Asset Maintenance - Taking a long-term view of highways maintenance and involves evaluating the condition of roads and infrastructure and prioritising maintenance tasks based on factors like condition, safety, cost, and rate of deterioration.
- An overview of benchmarking for Highways was provided following a 2022 South West Road condition scanner survey. Furthermore, it was noted that this data was used to prioritise investment.
- An explanation of why so many potholes have occurred was provided as well as detail regarding interim and permanent repairs. It was noted that there had been a particularly hot summer in 2022 followed by a very wet autumn. Interim repairs were required to make roads safe in the short term whilst programming in more extensive repairs.
- Greater automation was being bought in including a Bobcat machine to speed up road repairs by cutting out damaged sections of road.
- It was noted that officers had a defect dashboard which enables them to monitor real time data relating to reported and completed defects by area.
- Flood prevention work was outlined, with it noted that the gullies of A and B roads were emptied annually with 5,500 gullies classed as high risk.

Local Highway & Footway Improvement Group (LHFIG)

- The role and makeup of the Royal Wootton Bassett and Cricklade LHFIG was outlined as well as areas which they could fund.
- It was stated that currently the Royal Wootton Bassett and Cricklade LHFIG had 17 live projects with a budget of £91,431.

Parish Stewards:

- The role of Parish Stewards was outlined, with it noted that there were 18 Parish Stewards, one for each Area Board, who work with representatives in their parishes to ensure all work requests are clear and are logged for review before they start the work.
- Parish Stewards worked on small-scale discretionary highway works and also worked alongside a support gang on larger scale projects when demand and capacity allowed.

Public Transport

- It was explained that bus services fell into two categories, commercial and the supported network.
- Wiltshire Council invested well in public transport compared to the national average with £5.5 million spent on the supported network each year.
- There were plans to increase demand responsive transport. A trial in Pewsey Vale had been successful and had seen a 50 percent increase in users compared to a fixed timetabled service. The service had been funded using a £1.2 million grant from the Government's Rural Mobility Fund. 85 percent of those using the service in Pewsey Vale had booked using an app. It was noted that there used to be a service called the Bassett Boomerang and that options for a replacement service could be considered.
- The local number 55 and 53 bus would get more evening and Sunday services.

Verge and Litter Clearance:

- It was outlined that grounds maintenance and street cleaning in the Royal Wootton Bassett boundary was the responsibility of Wiltshire Council.
- Litter collection of main routes and trunk roads had received an extra investment of £0.3m in 2023/24.
- Enforcement resources were being increased to tackle the issues of fly tipping and rural littering.
- The following Wiltshire Council campaigns were outlined 'We're Targeting Fly-Tippers' and 'Don't Mess with Wiltshire'.

Lyneham Banks:

- The B4069 was closed following a landslide in February 2022.
- Once the ground had settled, ground investigations were carried out in late 2022 and early 2023.
- Multiple options for reinstating the road had been investigated and funding had been approved for the works.
- A tender had gone out for the work and a number of bids had been received from potential contractors.
- Details of how the project would be delivered would be shared in due course and the public would be kept updated [online](#) and through a quarterly newsletter.

Wiltshire Road Safety Partnership

The Area Board received a presentation from Perry Payne (Wiltshire Road Safety Partnership Manager). The presentation covered, but was not limited to, the following matters:

Partnership Work and Community Road Safety Team:

- The composition and role of Wiltshire and Swindon Road Safety Partnership working was outlined. The group was made up of a number of partners including, Wiltshire Council, Swindon Borough Council, the Ministry of Defence, the South West Ambulance Service and the Office of the Police and Crime Commissioner (OPCC).
- The role of education was emphasised, including an awareness of the 'Fatal 5' causes of road traffic accidents.
- An overview of the work conducted by the Community Road Safety Team was provided.

Community Speed Watch in the Royal Wootton Bassett and Cricklade Area:

- The role of the Community Speed Watch Teams in the area was discussed, with data from July 2020 to February 2024 provided, including that a total of 324 speed watches had been carried out with 5,109 letters provided to offenders.
- The role of Traffic Surveys was discussed, 42 of which were undertaken in the Area Board's area between October 2020 and January 2024. 12 areas were recognised as needing speed education.

Roads Policing Unit:

- The role of the Roads Policing Unit was discussed, with previous examples of their enforcement work cited. 2,071 tickets were issued to motorists for road related offences between October and December 2023.

Forensic Collision Investigation Unit (FCUI):

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| | <ul style="list-style-type: none"> The role of the FCUI was outlined with it noted that approximately 90 road traffic collision deployments (25-30 fatalities) were attended each year. <p>Community Speed Enforcement Officers:</p> <ul style="list-style-type: none"> The role of Community Speed Enforcement Officers was outlined, with it noted that though these were not police officers they did have enforcement powers. County-wide statistics from January 2023 to March 2024 were provided, with 8,433 speed awareness courses issued, 1,114 fines and points issued and 101 people having to attend court for their speeding offences. In the Royal Wootton Bassett and Cricklade Area, 367 speed awareness courses had been issued with 34 fines and points. No individuals had been sent to court for speeding offences. |
| 23 | <p><u>Question and Answer Session</u></p> <p>Thanks were given by the Area Board for the presentation. The Chairman asked for further information on a couple of issues that she felt were important for local residents:</p> <p>Question – Chairman: Was there any further information available about the progress towards the Royal Wootton Bassett to Swindon Cycleway, such as a timeline for the works?</p> <p>Answer: A design had been completed by National Highways following detailed survey work on third party land. A contractor had been appointed by National Highways, who would be providing most of the funding for the scheme. The scheme was ready to enter the planning permission stage and details about the timeline would be provided in due course. The Director of Highways at Wiltshire Council noted that she was meeting with the Regional Director at National Highways so would receive further information at that meeting.</p> <p>Question – Chairman: Please could we have information about Wiltshire Council’s verge cutting policy on rural roads?</p> <p>Answer: Wiltshire Council had moved from a policy of cutting through May and June on all rural roads, to a policy of just cutting the areas of poor visibility. This approach helped to improve the biodiversity of the highway verge by enabling wildflower pollinators. The full network was cut in September. Parish councils were welcome to comment on the policy in their areas.</p> <p>An open question and answer session took place co-ordinated by the Area Board’s Chairman. Questions raised included:</p> <p>Question - Jason Cook (Royal Wootton Bassett Environment Trust): Why</p> |

were over 50 mature trees removed from the A3102 and what is the plan to replace these trees?

Answer: Unfortunately, it had been necessary to remove a number of mature trees due to ash dieback and to improve visibility at junctions. A number of self-seeded trees on the road had had to be removed. Work was being undertaken to improve safety along the A3102 using funding from the Department for Transport's Safer Roads Fund. Efforts were made to plant replacement trees where possible. Wiltshire Council had recently recruited more officers to Grant Application and Planting Support (GAPS) Team.

The Chairman noted that she would have welcomed improved communication of the tree felling in advance of the project.

Mark Hopkins, Clerk at Royal Wootton Bassett Town Council, noted that they had a gift a tree scheme. He stated that he would welcome a more efficient process for planting trees on Wiltshire Council owned land.

Question - Jason Cook (Royal Wootton Bassett Environment Trust): What is Wiltshire Council's policy on collecting the cuttings after verge clearance?

Answer: Trials for 'cut and collect' were being run along the A350 corridor in areas wide enough and where the risings could be composted down. Wiltshire Council had been monitoring 'cut and collect' trails undertaken in Dorset and were keen to adopt the policy more widely. However, there were often constraints in implementing this policy on narrower verges.

Question – Stephen Kelleher: What is being done about speeding on the junction next to Purton Stoke towards Hayes Knoll?

Answer: The Local Highway and Footway Improvement Group (LHFIG) had agreed improved signage and road markings.

Question – Mike Floyd: What gully maintenance was being carried out along the cycle path between Lyneham and Goatacre and why did grass cutting stop halfway along the route?

Answer: Cycleways were a key priority for Wiltshire Council and they were working with Active Travel England to review the network. When a gully was excavated the cleared material was piled neatly on the verge to allow invertebrates to escape. The Parish Steward Support Gang could help with gully clearance along main roads.

The Chairman noted that the grass was cut by the Ministry of Defence which was why it stopped part way along the route. She reported that the possibility of adding a cycleway to the A3102 had been investigated but the road was found to be too narrow.

Question – Tony Clements (Cricklade Town Council): Could the B4040 between Old Sodbury and the A419 be redesignated to prohibit freight traffic?

Answer: Wiltshire Council was working on revising its Freight Strategy from 2026. There was a key push to get heavy goods vehicles on the right roads and to avoid rat runs.

Question - Derek Williams: Given that the closure of the B4069 at Lyneham Banks had pushed a greater volume of traffic on to other local roads, causing damage to verges, were there any plans to repair the verges?

Answer: Localised repairs were undertaken but often sustained further damage shortly after due to the temporary increase in traffic. Once the B4069 was reopened a large programme of works would be undertaken to repair the verges damaged during the traffic diversion. Works were due to take place in the next few days to repair damage to Clack Hill caused by the increased volume of traffic.

Statement - David Arnold: Repairs had been made to Restrop Road in Purton and they had got recourse for the works as the top dressing was disappearing.

Question – public: Would replacing rumble strips really slow down traffic? What was being done in relation to road safety around schools?

Answer: Safety was at the heart of Wiltshire Council's work and many studies had demonstrated that rumble strips did influence driver behaviour. The LHFIFG was able to provide localised interventions in relation to road safety.

Question – Robert Collis: Is Clack Hill closed all night tonight?

Answer: 9:30pm – 3:30am.

Question – Ann Kingdon: The road sweeping and gully clearing along the A3102 near Lyneham was welcomed. What was being done to tackle grass overgrowing kerbs and blocking drains on roads between villages?

Answer: Road sweeping was primarily carried out on main roads where there was an overgrowth of material. The Highways Team had a special verge plough to remove vegetation and help prevent adverse impacts on drainage.

Question - Geoff Greenaway (Purton Parish Council): When will damaged chevrons, signage and potholes in Purton be repaired? A pothole was reported on 7 November and had interim repairs after Christmas but is in need of a permanent solution.

Answer: Wiltshire Council aimed to replace signs within six months and there had recently been increases in funding to help deal with signage issues. A Bobcat machine was being used to speed up road patching. Although interim

repairs were used to resolve safety issues, the recent wet weather had impacted the durability of some repairs. It was noted that safety defects did need to be repaired within specific time frame. Once potholes were reported they were given a priority rating by engineers. Priority 1 repairs needed to be fixed by the end of the following day, Priority 2 were required to be repaired within 14 days and Priority 3 potholes within 30 days.

Question - Geoff Greenaway (Purton Parish Council): If a broadband provider digs up the road and causes damage, who is responsible for repairs?

Answer: It is for utility companies to cause any defects caused by them in the first instance. Wiltshire Council would carry out inspections on a proportion of the work to ensure it has been completed correctly. If it has to step in to undertake repairs, costs can be recharged to the utility provider.

Question - Mark Hopkins (Clerk at Royal Wootton Bassett Town Council): When will the parking machines in Borough Fields car park be fixed? If Wiltshire Council was unable to resolve the issues, could the town council be given responsibility for running the car park?

Answer: Wiltshire Council had started a procurement exercise for new parking machines in 2023, but the process had had to be delayed to a legal challenge from a company that had been unsuccessful in the tender process. However, a contract had now been issued and replacement machines were expected within the next three months. Although cash machines were more expensive to operate, Wiltshire Council was committed to maintaining the option of cash payments. Connectivity issues were being resolved for card payments, Apple Pay and Google Pay.

Question – Nev Surtees (Savills): Given the local housing allocations in Wiltshire’s emerging Local Plan, were there any plans to improve the road between Royal Wootton Bassett and Junction 16 of the M4?

Answer: The Local Plan review did include a transport assessment, as well as consideration of other infrastructure such as schooling and healthcare needs. National Highways would be consulted on new housing in the local area given the potential impact on the motorway junction. There were no plans to implement a bus lane on the road between Royal Wootton Bassett and the M4. A detailed assessment of each proposed development would be undertaken as applications came forward.

Question – Cllr Steve Bucknell: Are parish councils consulted with directly about Wiltshire Council’s freight strategy?

Answer: Parish councils would be consulted about the Freight Strategy.

Question – Cllr Steve Bucknell: Is there any data about the quality and response times for pothole repairs and has there been an impact since the

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| | <p>change of contractor for the highway maintenance contract to Milestone?</p> <p>Answer: It was acknowledged that it had been a challenging winter for potholes, but this was primary due to the weather conditions rather than a change in contractor. It was noted that Wiltshire Council had key performance indicators with its contractors, including a performance defect dashboard. Regular inspections of the work carried out were undertaken. Feedback from residents was welcomed to help monitor the quality of work.</p> |
| 24 | <p><u>Session Summary and Next Steps</u></p> <p>The Director of Highways noted that answers would be provided to pre-submitted questions in addition to the queries answered on the night.</p> <p>Cllr Jacqui Lay noted that she would pass on queries she received from residents and asked that answers could be attached to the minutes along with the other written questions submitted in advance.</p> |
| 25 | <p><u>Apologies for Absence</u></p> <p>Apologies for absence were received from:</p> <ul style="list-style-type: none"> • Cllr Mary Champion • Phil Heads - Chair, Royal Wootton Bassett Volleyball Club • Bridget Long – Headteacher at Broad Town Primary School • Andy Bunn – Cricklade Leisure Centre |
| 26 | <p><u>Declarations of Interest</u></p> <p>Cllr Steve Bucknell declared an Other Registerable Interest in relation to Item 11, that he was a member of Royal Wootton Bassett Rugby Club. He would remain in the room and participate as a member of the public but not vote on their application.</p> <p>Cllr Steve Bucknell declared a further Other Registerable Interest in relation to Item 11, that he was a member of Royal Wootton Bassett Town Council. It was noted that under Wiltshire Council’s Code of Conduct it was possible to participate fully in the debate and vote without a need for a dispensation in respect of membership of a town or parish council.</p> |
| 27 | <p><u>Minutes</u></p> <p>On the proposal of Cllr Steve Bucknell, seconded by Cllr David Bowler, it was resolved to make the:</p> <p><u>Decision</u> To approve the minutes of the meeting held on 17 January 2024 as a true and correct record.</p> |

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| 28 | <p><u>Chairman's Updates and Information Items</u></p> <p>The Chairman then referred the Area Board to the following updates available in the agenda pack:</p> <ul style="list-style-type: none"> • Community Joint Strategic Needs Assessment, pg. 13-14 • Local Nature Recovery Strategy, pg. 15-16 • Wiltshire Best Kept Village Competition, pg. 17 • Wiltshire Cultural Strategy 2024-30, pg. 19 • Community Safety Forum Notes, pg. 21 • Community Care Group Notes, pg. 23-25 • Youth Forum Notes, pg. 27-28 • FUEL Programme (for eligible children) – Easter Holiday Activities, pg. 29 <p>She highlighted that the Community Area Joint Strategic Needs Assessment was an interesting bit of research and would be used to help inform the Area Board's priorities.</p> <p>Cllr Jacqui Lay reported that the Royal Wootton Bassett Banking Hub was now open and the official ribbon cutting ceremony would be held the following week. She noted that lots of work had gone on behind the scenes and wanted to publicly thank the Postmaster, the participating banks and Cllr Steve Bucknell for their efforts. The Chairman explained that there were named bank days with a community banker for a particular bank visiting on one day per week. The cash desk was not affiliated with a single bank. Cllr Steve Bucknell observed that it was the responsibility of each individual bank to send a representative to the hub, so if a member of the public found that their bank was not participating and wanted them to attend, they should raise this with their bank directly.</p> <p>Jason Cook from Royal Wootton Bassett Environment Trust stated that he would have welcomed greater publicity ahead of the consultation on the Local Nature Recovery Strategy drop-in session on 5 March. The Chairman said she would provide feedback to officers.</p> <p>An online survey was available for those that had been unable to attend the Local Nature Recovery Strategy drop-in session. More public sessions to discuss the mapping of priorities would be held in the summer, by which time a communications database would have been established.</p> <p>Cllr Lay encouraged people to volunteer to be a judge in the forthcoming Best Kept Village competition.</p> |
| 29 | <p><u>Spotlight on Parishes and Partners</u></p> <p>Written updates were available in the agenda pack from:</p> <p>Wiltshire Police, pg. 31-37</p> |

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| | <p>Wiltshire Police Road Safety Update, pg. 39-49 Community First, pg. 51-53 Healthwatch Wiltshire, pg. 55 BaNES, Swindon and Wiltshire Integrated Care Board, pg. 57 Cricklade Town Council, pg. 59</p> <p>Mark Clarke, Chairman of Cricklade Town Council, reported that the unitary by-election for the Cricklade and Latton division would be held the following day.</p> |
| 30 | <p><u>Local Highway and Footway Improvement Group (LHFIG)</u></p> <p>The Chairman noted that the Local Highway and Footway Improvement Group (LHFIG) had agreed to invest as much of its outstanding funding as possible to ensure that it was allocated.</p> <p>The Area Board then considered the recommendations arising from the LHFIG meeting of 10 January 2024. On the proposal of the Chairman, seconded by Cllr Jacqui Lay, it was resolved to make the:</p> <p><u>Decision</u></p> <ul style="list-style-type: none"> • Community dropped kerbs (18 sites) Increase overall funding to £59,351.00 (3rd Party contributions = £18,790.50) • 11-23-08 Common Platt Lydiard Millicent. Progress alternative scheme for Common Platt. Allocate funding of £10,000 including Topo survey costs of £1800.00. (Combined 25% contribution from Lydiard Millicent PC / Purton PC – TBC) • 11-23-17 Lydiard Millicent – Greatfield – Allocate funding of £1,900.00 for topo survey (25% contribution from Lydiard Millicent PC) • 11-23-18 Tockenham new passing bay. - Allocate funding of £1,800.00 for topo survey (25% contribution from Tockenham PC) • 11-23-19 Tockenham passing bay signs - Allocate funding of £922.00 for new signs/posts (25% contribution from Tockenham PC) • 11-22-14 Broad Hinton Junction with B4041 Advance GW sign / SLOW – Allocate funding of £750.00 (25% contribution from Broad • Hinton and Winterbourne Bassett PC) |
| 31 | <p><u>Funding Applications</u></p> <p>The Strategic Engagement and Partnerships Manager explained that there was insufficient funding remaining in both the Community Area Grant and Older and Vulnerable People’s Grant budgets to award all of the applications to those pots in full.</p> <p>There was £2,239.26 of Community Area Grant Funding available, £13,750 of Youth Grant funding and £950 of Older and Vulnerable People’s funding remaining. It was noted that it might be possible for applications to one pot to draw upon funding from a different pot, but only if they met the relevant criteria.</p> |

The Strategic Engagement and Partnerships Manager also reported that the following two applications had been withdrawn since the publication of the agenda:

- Broad Town School Association requesting £1,475 towards an interactive whiteboard for Broad Town Primary School (Community Area Grant).
- Purton Community Fridge and Larder requesting £500 Purton Community Fridge Free Meal (Older and Vulnerable People's Grant).

Area Board Initiative

The Area Board considered the following Area Board Initiative:

Royal Wootton Bassett and Cricklade Youth Forum Requesting £500 Towards the Royal Wootton Bassett Youth Festival Showcase 2024

On the proposal of Cllr Steve Bucknell, seconded by Cllr David Bowler, it was resolved to make the:

Decision

To award Royal Wootton Bassett and Cricklade Youth Forum £500 towards the Royal Wootton Bassett Youth Festival Showcase 2024.

Reason: The application met the Youth Grant Criteria 2023/24.

Community Area Grants

The Area Board considered the following applications to the Community Area Grant Scheme 2023/24. As there was insufficient funding remaining in the Community Area Grant budget to award all of the applications in full, the Chairman invited each of the applicants to introduce their projects before the Area Board voted on any of the applications.

Wootton Bassett Infants School Parent Teacher Association requesting £4,150 Towards Vale View Gardens Community Park

Andy Carr and Nicki Harris spoke in favour of their application. They confirmed that young people between the age of 13 and 19 (or 25 with Special Educational needs) would benefit. It was noted that Horizons College, a specialist facility for Young People between the ages of 16 and 25 with additional needs, was a stakeholder in the project.

The Strategic Engagement and Partnerships manager clarified that the project would be eligible for Youth Grant funding. It would not be possible to draw on funding from the 2024/25 financial year. It was also highlighted that there was a separate application to the Older and Vulnerable People's budget of £500 to support Vale View Gardens, so it was a multi-generational project.

As the Wootton Bassett Infants School Parent Teacher Association had also requested £500 from the Older and Vulnerable People's budget and there was limited funding available in the Community Area Grant Budget, this application was voted on alongside their other application. The Area Board indicated that they were happy in principle to support the application for £4,150 but waited to consider the other applications first.

Please see their application in the Older and Vulnerable People's Grant applications section for details of the vote.

Royal Wootton Bassett Arts Festival Requesting £500 Towards a Laptop for Registration/Admin

Jackie Lawrence from the Arts Festival explained that the laptop would speed up registration and allow them to publicise the event online.

The Strategic Engagement and Partnerships Manager clarified that the project would be eligible for Youth funding, as well as Community Area Grant funding, as a large proportion of Young People were taking part.

On the proposal of Cllr Jacqui Lay, seconded by Cllr Bowler, it was resolved:

Decision

To award Royal Wootton Bassett Arts Festival £500 towards a laptop for registration/admin.

Reason: The funding would come from the Youth Grant budget. There was limited funding available in the Community Area Grant budget and the application met the Youth Grant Criteria 2023/24.

Royal Wootton Bassett Carnival Requesting £1,500

It was explained that the police had raised concerns about the poor radio signal for staff to communicate with each other at the event the previous year. The organisers were looking for funding for new radios for this year's event. In response to questions, the organisers confirmed that they would be happy to loan out the radios to other community groups planning to hold large scale events in the Area Board's area.

The Strategic Engagement and Partnerships Manager confirmed that the application would be eligible for Youth Grant funding given the high proportion of 13–19-year-olds (or 25 with SEND) attending the event.

Cllr Steve Bucknell, seconded by Cllr Lay, proposed that Royal Wotton Bassett Carnival be awarded £1,500 towards radios.

During the debate, an amendment was proposed by the Chairman, that the

awarding of the grant be subject to the radios being publicly available to lend out for other events held in the Area Board's area. This amendment was accepted by the proposer and seconder, so added to the substantive motion. At the conclusion of the debate, it was resolved to make the:

Decision

To award Royal Wootton Bassett Carnival £1,500 towards new radios on the condition that they be made publicly available for other events in the Area Board's area.

Reason: The application met the Youth Grant Criteria 2023/24. There was limited Community Area Grant funding available. The microphones would be available to loan to ensure that a range of local community groups could benefit.

Older and Vulnerable People's Grants

The Area Board considered the following applications to the Older and Vulnerable People's Grant Scheme 2023/24.

Parkinson's UK Cricklade and Royal Wootton Bassett Requesting £500 Towards Parkinson's Carers and Cared for Café 2024

Vincent Mobey explained that they held quarterly meetings and that their sessions were well attended with between 40 and 60 people. They supported people with Parkinson's as well as the people caring for them. The sessions cost around £100 to put on each and £100 would be used to help with transport for people with mobility issues.

Cllr Lay noted that there was a bookable bus with disabled access in the Marlborough and Pewsey areas called Connet2.

The Strategic Engagement and Partnerships Manager confirmed that it would not be possible to draw upon funds from the 2024/25 financial year. He noted that it was possible to award grants between meetings of up to £1,000 in cases of urgency.

On the proposal of Cllr Lay, seconded by Cllr Steve Bucknell, it was resolved:

Decision

To award Parkinson's UK Cricklade and Royal Wootton Bassett £500 towards Parkinson's Carers and Cared for Café 2024

Reason: The application met the Older and Vulnerable People's Grant Criteria 2023/24.

Wootton Bassett Infants School Parent Teacher Association Requesting £500 Towards Vale View Gardens Community Park

As a result of the budgetary constraints facing the Area Board they debated and voted on this application after first voting on all of the other applications. The Area Board had received information about the Vale View Gardens Community Park as part of the Community Area Grant application. Having voted on the other applications, there was £2,239.26 of funding remaining in the Community Area Grant fund and £2,438 remaining in the Youth Grant budget. The Older and Vulnerable People's budget had been fully spent.

It was noted that the combined value of the two applications being requested to go towards the Vale View Gardens Community Park was £4,650. The Strategic Engagement and Partnerships Manager confirmed that given that the project would support Young People, and was a capital project, there was funding available to support both applications in full.

On the proposal of Cllr Steve Bucknell, seconded by Cllr Bowler, it was resolved to make the:

Decision

To award Wootton Bassett Infants School Parent Teacher Association £4,650 towards Vale View Gardens Community Park.

Reason: The application met the Community Area Grant Criteria and Youth Grant criteria for 2023/24. There was no Older and Vulnerable People's Grant funding remaining for 2023/24.

Wiltshire Music Centre requesting £500 Towards Celebrating Age Wiltshire Creative Mini Project in Royal Wootton Bassett Library

Rebecca Seymour from Wiltshire Music Centre explained that the funding would be used to support Older and Vulnerable People by running four sessions of a shared reading library group. Given the limited funding available in the Older and Vulnerable People's Grant budget, it was asked whether it would be possible to postpone the project until the next financial year. The applicant noted that they were also planning to apply for a grant application in the forthcoming financial year, so sought assurance that it would be possible to apply for two projects in 2024/25. It was confirmed that it would be possible to apply for two applications in the same financial year. After receiving this assurance, the applicant confirmed that they would be content to postpone consideration of their application given that the funding was not required imminently.

On the proposal of the Chairman, seconded by Cllr Lay, it was resolved to make the:

Decision

To defer the application from Wiltshire Music Centre requesting £500 towards Celebrating Age Wiltshire Creative Mini Project in Royal Wootton Bassett Library.

Reason: There was insufficient funding in the Older and Vulnerable People's budget to support all of the applications in full during 2023/24.

The funding was not required before the end of the current financial year and the applicant would be able to reapply for funding in 2024/25.

Royal Wootton Bassett Rugby Club Requesting £450 Towards Walking Rugby

Mr Steve Bucknell spoke as a member of the public in support of the application. He explained that the games would help people unable to play running rugby, to participate. He noted that the club had players in their 70s that were able to take part in these activities.

On the proposal of the Chairman, seconded by Cllr Bowler, it was resolved to make the:

Decision

To award Royal Wootton Bassett Rugby Club £450 towards Walking Rugby.

Reason: The application met Older and Vulnerable People's Grant criteria for 2023/24.

Youth Grants

Cricklade and District Community Association requesting £1,500 Towards a Teen Gym at Cricklade Leisure Centre

Angela Jensen from Cricklade Town Council spoke in favour of their application. It was confirmed that staff would be able to offer an induction as part of the town's youth festival.

On the proposal of the Chairman, seconded by Cllr Bowler, it was resolved to make the:

Decision

To award Cricklade and District Community Association £1,500 towards a teen gym at Cricklade Leisure Centre.

Reason: The application met the Youth Grant criteria for 2023/24.

The Rise Trust Youth Requesting £720 Towards Lyneham Detached Youth Work

A representative from the Rise Trust spoke in support of their application, explaining that there would be a six-week pilot to engage with, and get the views of, Young People. The Strategic Engagement and Partnerships Manager noted that the project would be in partnership with Lyneham Parish Council and the Army Welfare Service.

On the proposal of the Chairman, seconded by Cllr Steve Bucknell, it was

resolved to make the:

Decision

To award The Rise Trust Youth £720 towards Lyneham detached youth work.

Reason: *The application met the Youth Grant criteria for 2023/24.*

Broad Hinton Youth Club Requesting £950

Lou Mahanty, a treasurer and member of the club's executive committee, spoke in favour of their application, explaining that it would go towards buying new equipment.

On the proposal of the Chairman, seconded by Cllr Steve Bucknell, it was resolved to make the:

Decision

To award Broad Hinton Youth Club £950 towards new equipment.

Reason: *The application met the Youth Grant criteria for 2023/24.*

Royal Wootton Bassett Volleyball Club Requesting £642 Towards a Development Pathway

The Strategic Engagement and Partnerships Manager explained that the funding would be used to create a second court with specialist volleyball equipment.

On the proposal of the Chairman, seconded by Cllr Bowler, it was resolved to make the:

Decision

To award Royal Wootton Bassett Volleyball Club £642 towards a development pathway.

Reason: *The application met the Youth Grant criteria for 2023/24.*

Royal Wootton Bassett Town Council Requesting £5,000 Towards the Youth Festival and Ongoing Provision

Mark Hopkins, Clerk at Royal Wootton Bassett Town Council, spoke in favour of their application, explaining that they commissioned over £13,000 of services through the Rise Trust. The money would go towards the festival including a skateboarding demonstration. Money would also be used to fund outreach sessions including a LGBTQ+ group.

On the proposal of the Cllr Lay, seconded by Cllr Bowler, it was resolved to make the:

| | |
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| | <p><u>Decision</u> To award Royal Wootton Bassett Town Council £5,000 towards the youth festival and ongoing provision. <i>Reason: The application met the Youth Grant criteria for 2023/24.</i></p> |
| 32 | <p><u>Get it Off Your Chest</u></p> <p>The public had the opportunity to ask questions of the Area Board.</p> |
| 33 | <p><u>Urgent items</u></p> <p>There were no urgent items.</p> |
| 34 | <p><u>Close and Future Meeting Dates</u></p> <p>The Chairman thanked everyone for attending the meeting. The date of the next meeting was confirmed as 26 June 2024, at 6:30pm in Clyffe Pypard and Bushton Village Hall.</p> |

Highways Matters Royal Wootton Bassett & Cricklade

13th March 2024

Agenda and Housekeeping

1. Welcome and Introduction – Chair
2. Highway Matters Presentation
3. Update from Office of Police and Crime Commissioner
4. Q&A
5. Close

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Wiltshire context

Modern transport has transformed our society and economy. It has enabled us to take advantage of a wide range of dispersed opportunities and to keep in contact with family and friends. Advances in road haulage and distribution methods have stimulated economic growth by helping to provide us with unparalleled consumer choices, a 24-hour society and just-in-time deliveries.

At the same time, however, our reliance on the private car and the lorry has led to busier and more congested roads. This, in turn, has resulted in fewer people keeping healthy through walking and cycling, increased concerns with regard to noise and other community aspects, accessibility issues for people who rely on public transport, and significant environmental impacts such as air pollution and climate change.

So, while transport can be viewed as simply a 'means to an end' (i.e. it just gets us from A to B), in reality it's a key element of a modern society with impacts on the economy, climate change, people's health, social exclusion, street scenes and the countryside.

Wiltshire Context

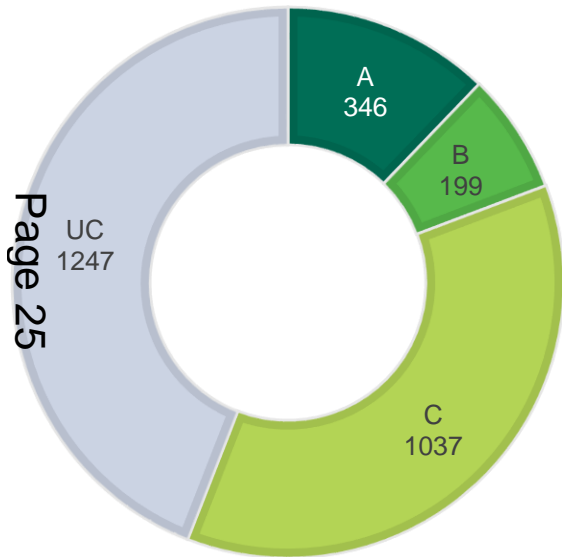
- The highway network – roads, bridges and related infrastructure – represents the Council's largest and most valuable public asset with a replacement value of over £5 billion.
- Over 2,800 miles of roads, and extensive public rights of way network;
- Extensive public transport network, which we have sustained despite financial challenges and changing travel patterns

Page 24



Asset Management - some numbers

Over 2800 miles of road by class



Page 25



50,000 street lights and 6000 sign lights



65 signal controlled junctions



145 signal controlled pedestrian crossings



293 Belisha beacons



981 highway bridges



85000 road gullies

Investment in our network

Highways Maintenance Fund - £21m

Additional £3.6m pothole fund

Integrated Transport Funding - £2.1m

Bus Service Improvement Plan - £4.2m

Local Electric Vehicle Infrastructure - £4.7m

Additional Investment by Wiltshire Council - 2022

- £150,000 pa over three years to tackle fly-tipping
- £200,000 per year for next three years for white-lining
- £333,000 per year to help prevent flooding, directed to gully cleaning

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2023

- £500,000 for signing strategy
- £510,000 for flyposting removal and enforcement, litter picking rural highways, cleaning multi-story car parks and communications

2023/24/25 - additional £10m for preventative maintenance

2023/24/25 - additional £5.228m from cancellation of HS2



Local Transport Plan

- The Local Transport Plan sets the framework for maintaining and improving transport in Wiltshire;
- It needs to align to our Local Plan Review and will help deliver Wiltshire Council's Business Plan priorities for transport across the County;
- We will be undertaking consultation on 'issues and options' towards the end of the year. Key themes will include:
 - Road Safety;
 - Public Transport;
 - Car Parking Strategy;
 - Freight;
 - Active Travel
 - Decarbonisation.

Public Transport Review - consultation

- Aim is to help shape future bus policy and priorities for support
- Will help ensure we are providing value for money whilst delivering on Business Plan priorities and objectives of the National Bus Strategy
- Bus market has changed since COVID 19 - lower patronage levels
- Driver shortage and inflationary pressures
- Stakeholder consultation June 2023 - 163 responses
- Wider public consultation until November 10th
- Over 1000 responses to date
- Aim for a new policy and network for implementation from April 2024
- <https://wiltshirebusreview.commonplace.is/>

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Local Issues

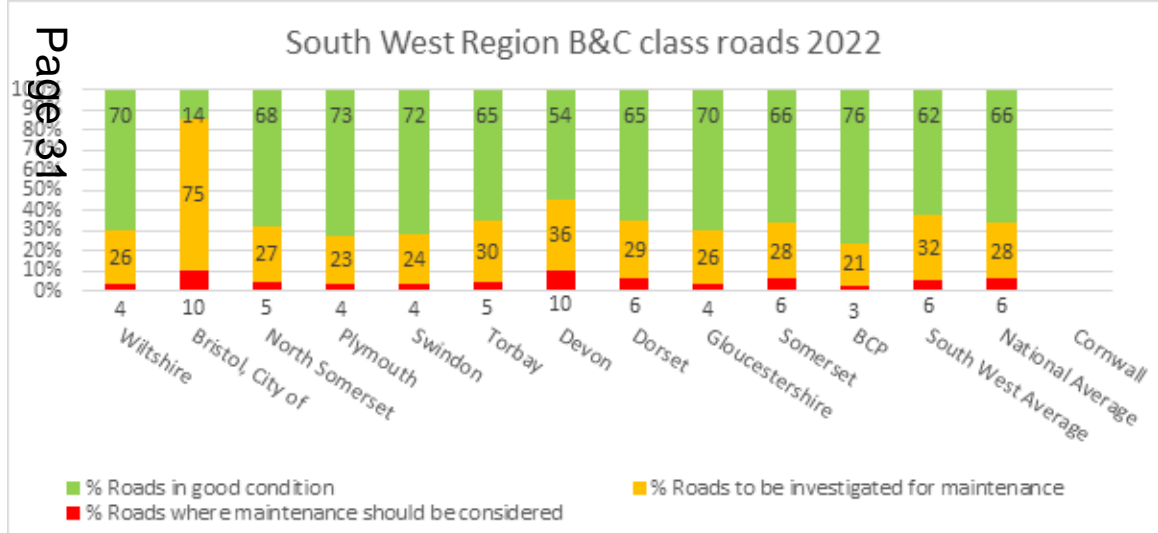
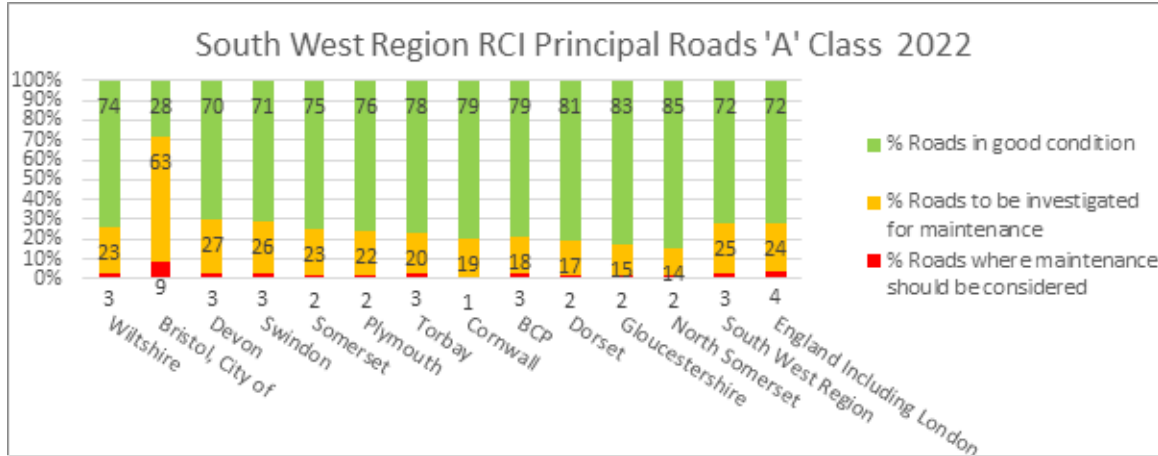
- Highway Maintenance
- Flooding
- Lyneham Banks
- RWB to Swindon cycleway

Highways Maintenance

Highways maintenance typically refers to the upkeep and repair of public roads, pavements, and other related infrastructure. This can include tasks such as filling potholes, resurfacing roads, repairing bridges, road signs and markings, traffic signals and street lights.

- 1. Reactive maintenance:** This approach involves responding to issues as they arise, such as repairing potholes or replacing damaged signs. Reactive repairs are primarily driven from our scheduled inspections but also public reports such as via the MyWilts app. When assessing defects, we apply intervention levels as laid out in our Highways Inspection Manual – in other words, we prioritise the response based on specific safety criteria.
- 2. Planned maintenance:** This approach involves scheduling regular maintenance tasks to prevent issues from arising in the first place or getting worse. For example, regular road resurfacing or bridge inspections to identify and address issues before they become more serious.
- 3. Asset management:** This approach involves taking a long-term view of highways maintenance, and involves evaluating the condition of roads and infrastructure and prioritizing maintenance tasks based on factors like condition, safety, cost, and rate of deterioration.

Highways Maintenance - Benchmarking



2022 South West Road condition scanner survey benchmarking

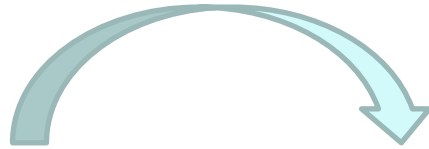
Scanner surveys provide a consistent method for measuring road surface conditions. The data is used to help inform maintenance decisions. The Scanner survey collects surface and geometric data using vehicle mounted lasers and cameras. Forty three parameters are collected and the results reported to the Department for Transport on an annual basis.

Potholes Why so many?



Summer 2022 Dry & Hot

Road Surface Temperatures in Excess of **55 degrees C**



Autumn 2022 Wet

November – 145% of normal rainfall



Winter Dec Onwards – long periods Sub Zero

Road Surface Temperatures fell below **-9 Degrees C**



Interim Repair

- Undertaken to keep road safe
- Can provide a durable repair
- Enables more extensive repairs to be programmed efficiently

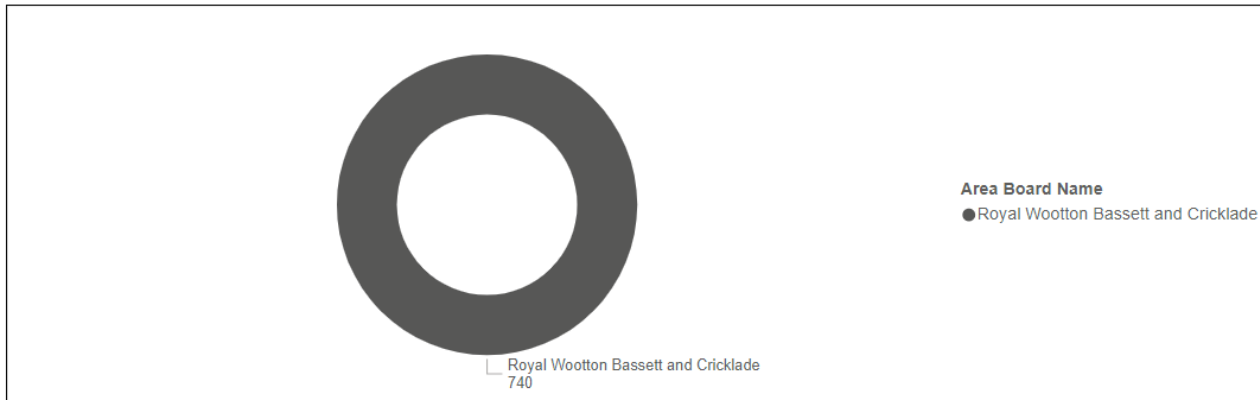


Permanent Repair

- Failed Area Cut out using a mini planer
- Reinstated using “hot” material hand laid



Innovation – Defect dashboard

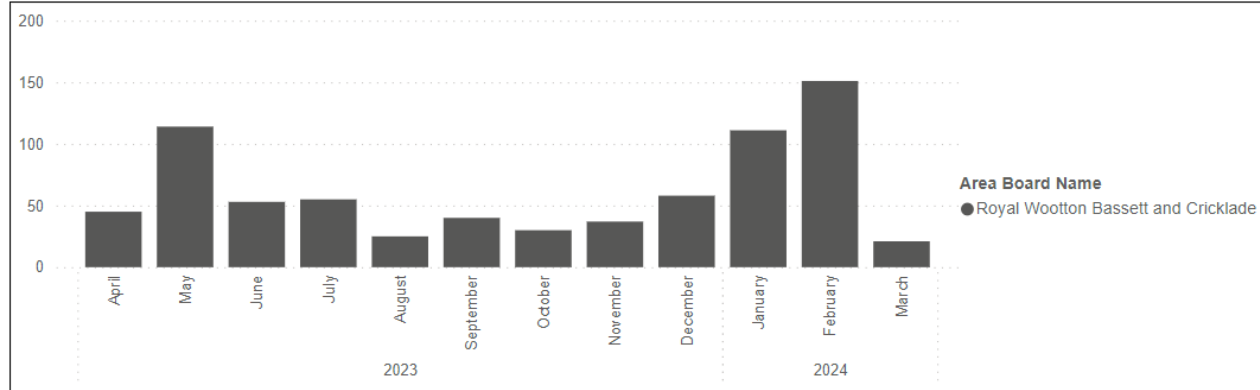


Completed Defects

740

Area Board Name

Royal Wootton Bassett and Cricklade



Flood Prevention

- A & B Roads Gullies Emptied Annually
- Along with around 5500 gullies classed as High Risk
- Remaining Gullies emptied on a 3 year cycle



Gully Tanker/Vactor



Tractor Mounted Grip
Cutting Head

- Grips cut annually

Local Highway & Footway Improvement Group (LHFIG)

- 18 Groups across the County aligned to the Area Boards.
- LHFIGs exist to enable local communities to raise local highway issues, prioritise them, and provide a mechanism for these issues to be addressed.
- The Groups have an annual funding allocation to allow delivery of solutions.
- Representation at the Group is through Parish & Town Councils.
- Lots of detail on the Wiltshire.gov.uk website on the Highways pages.

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RWB & Cricklade LHFIG

- Current budget £91,431. Commitments £26,714
- 17 live projects

Local Highway & Footway Improvement Group (LHFIG)

LHFIGs can fund the following:

Pedestrian improvements: including dropped kerbs, new footways, substantive improvements to existing footways, pedestrian crossings (including assessments).

Cycle improvements: new cycle paths, cycle parking / storage.

Bus infrastructure: new and replacement Shelters (subject to agreement on future maintenance liability), bus border kerbs, bus stop road markings.

Traffic signing: new and replacement signs (including signposts), street name plates, village gateways.

New road markings: new and replacement of existing markings.

Speed limits: assessment and implementation.

Waiting restrictions: assessments and implementation.

Footpath improvements: styles, gates, surface improvements to rights of ways (council maintainable only).

Drainage: minor improvements, new gullies.

Street lighting: new installations.

Traffic management measures: including Sockets and posts for SID (Speed Indication Device) equipment.

Parish Steward Scheme

- Our team of Parish Stewards are specially trained to complete small-scale discretionary local highways priority works to town and parishes.
- There are 18 Parish Stewards, one for each community area, who work with representatives in their parishes to ensure all work requests are clear and are logged for review before they start the work. We also have a support gang that works with the Parish Stewards on larger-scale projects, based on demand.
- Tasks include proactive and reactive works. For example, verge siding out, vegetation clearance, pothole repair, drain and gully clearance.

Public Transport

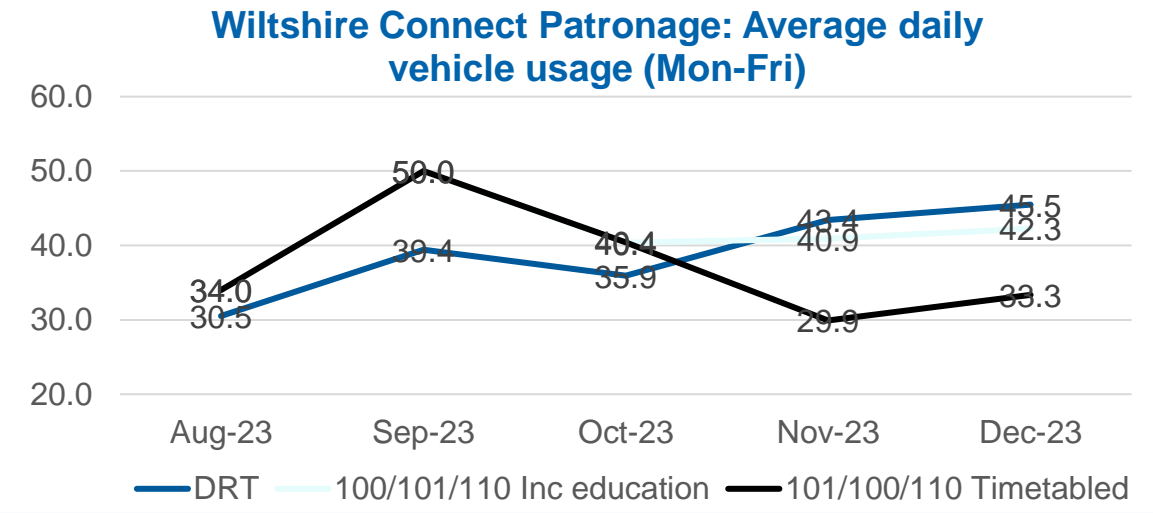
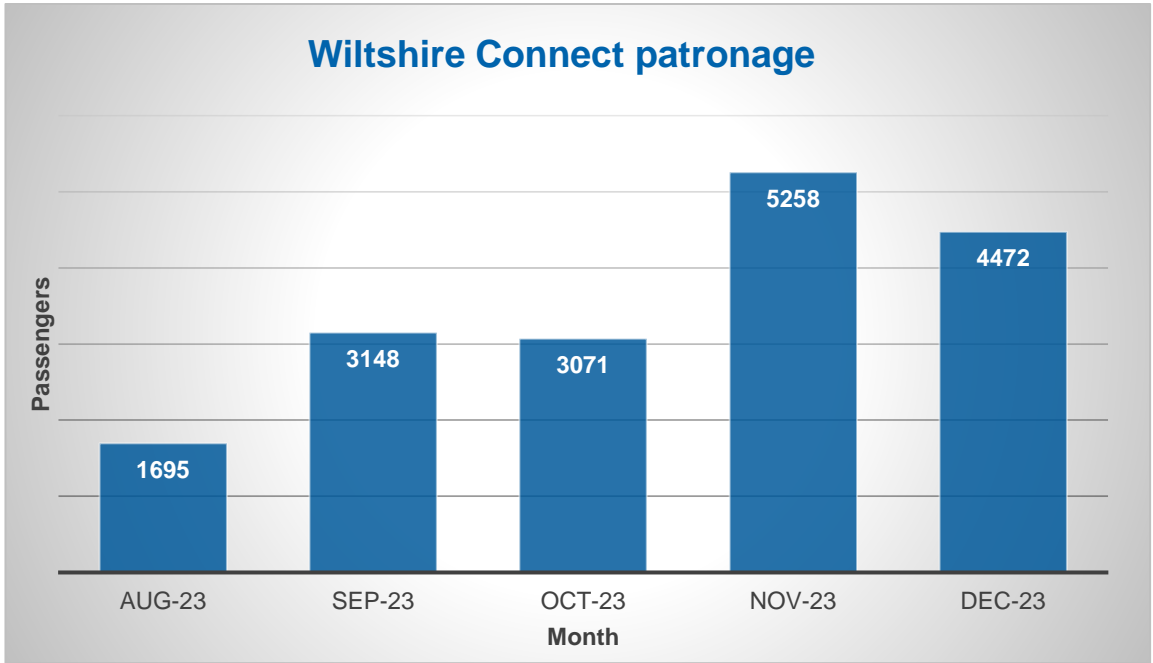
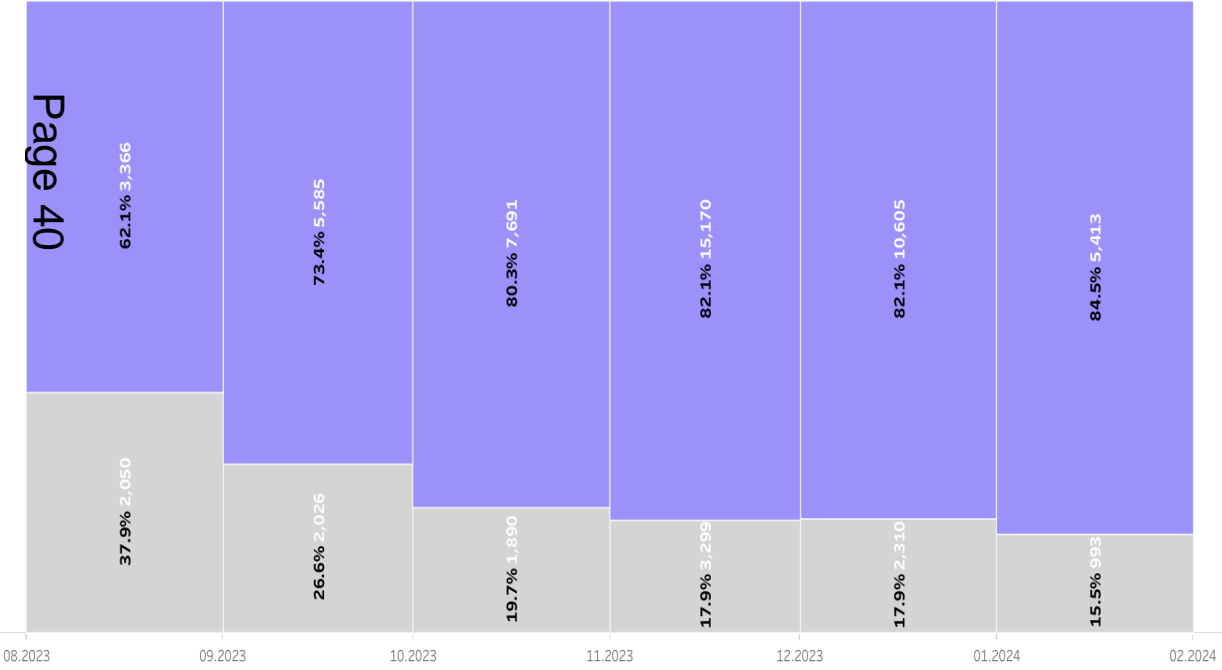
- £1.1m of UK Prosperity Funding
- Refresh and expansion of the Bassett Boomerang



Demand Responsive Transport

DRT services have seen genuine patronage growth of almost 50% between August and December to a point where the DRT vehicles are exceeding the daily patronage load of the Wiltshire Connect timetabled / semi flexible vehicles.

App usage has gradually increased since the service launched and in January 85% of rides are being made on the app.



Lyneham Banks

- Funding approved for reinstatement
- Currently undertaking procurement for contractor
- Delivery details to be confirmed / comprehensive engagement plan
- Continue to monitor impacts on local road network

Verge and litter clearance – extra funds

- Grounds maintenance and street cleansing in the Royal Wootton Bassett boundary is the responsibility of Wiltshire Council.
- Litter collection of main routes and trunk roads has received an extra investment of £0.3m this year.
- Enforcement resources are being increased to tackle the issues of fly posting, fly tipping and rural littering.
- Loan cleaning equipment is provided by the council's street cleaning contractor, idverde, to town and parish councils to support community events.
- Idverde are also available to support community groups with street scene improvement works.
- **'We're Targeting Fly-Tippers'** and **'Don't Mess with Wiltshire'**

Thank you for listening.

There will time for questions from the floor;

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**All questions received, in advance and this evening,
will be responded to;**

Answers will be made available on our website.

Q&A

Pre-submitted questions and answers

| | |
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| <p><u>1.</u></p> | <p>Question:</p> <p>Projects. What is the estimated time frame in relation to a project being agreed and a decision made to proceed? Does Wiltshire Council have a specific time frame in relation to the commencement of work following the initial assessment? i.e. drawings/spec etc being produced passed to contractors.</p> <p>Repairs. Potholes, Signage, Fixtures such as railings etc. Does Wiltshire Council have a specific time frame as to when such repairs should be carried out following issues being 'logged' on to the system/Officer inspection. Next day, One week, One month, As and when workforce available? Pothole repair. If a container of 'instant tarmac' is not sufficient or repeatedly 'comes out' and there is a need for a more substantial repair how are such repairs entered into the system and what is the time frame before the work is carried out?</p> <p>Work carried out by Gigaclear. We are all familiar with the work carried out by Gigaclear in relation to laying cables in the highway and pathways. In many areas this work has been completed for over a year now to which some of the surface infill is deteriorating, especially on the highway with 'potholes' forming. Who is responsible for the repairs to the highway and pathways following the work carried out by Gigaclear? Should they be reported on the Wiltshire Council App?</p> <p>Answer:</p> <p>Projects - There is no fixed timeline for a project from inception to delivery. Each project is looked at individually and a project plan drafted. Timelines can change however when for example a Traffic Regulation Order consultation is required as the level of interest generated can impact on the amount of work required to be undertaken. Projects undertaken at the request of the LHFIGs can also be subject to changes to timeline due to decisions taken by the Group, such as other projects coming forward that are considered to be higher priority.</p> <p>Utility defects and repairs - Reinstatements for utility works should be carried out by the Utility provider. The Council passes on reports of defects to the Utility companies for them to action. Where no action is undertaken the Council will undertake the repair and can recharge costs. Defects should be reported on the MyWilts App. If the utility company is known, it is helpful to include this in the App report.</p> <p>Repairs - When dealing with reports of defects on our road network, we utilise our Highway Inspection Manual to categorise and prioritise defects and repairs.</p> <p>Link to Inspection Manual:</p> <p>Roads, road care and cycle lanes - Wiltshire Council</p> |
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2.

Question:

Can you introduce a permanent speed camera installation on Calcutt Street please?
Can you introduce a zebra crossing at the lower end of Calcutt Street near to the vehicle entrance of the school please? Sometimes the school parents need to park at the Rugby club and walk up but it is dangerous and difficult to cross over.
Can you improve the yellow lines and parking restrictions along Calcutt Street as it is dangerous to walk along the pavement on the side of the school as vehicles park on the pavement to keep off the road?
Can you introduce a narrow barrier type restriction to prevent the trucks from coming through Cricklade?
Can you do something about the mini roundabout as the large trucks mount the inside of the kerbs at the roundabout when turning left up the high street? This is dangerous to pedestrians when they are walking there as the truck tyres damage the kerbstone and flick the kerbsides up.
Calcutt Street is a 20mph zone and there is school there. Why are drivers regularly allowed to exceed it? One day there will be an accident and you will have blood on your hands. I only have to walk from the school to the high street and it gets dangerous with the speed of the vehicles and size of trucks, and the regularity of them.
Regarding Bath Road, please can you install correct kerbs along the first few hundred meters? It is all mud and grass kerbs.
Please can you install a proper road surface on the B4040? You have resurfaced it before, but it only lasts a few years. Do it properly.
Regarding Bath Road again, please can you do something about motorbikes riding around the black gate that is across the road outside Heberden House? They mount the pavement even when people are walking there. One day a child or elderly person or anyone for that matter will be knocked down. There are CCTV cameras along that road, use them.

Answer:

Speeding concerns - The Council has an adopted process for dealing with speeding concerns. The first stage is to carry out a traffic survey to determine actual driven speeds by the completion of a downloadable online form. The completed form needs to be endorsed by the relevant Town or Parish Council and they will then forward to Wiltshire Council for processing. Full details of the process followed, and the downloadable forms are available on our website at www.wiltshire.gov.uk/council-democracy-area-boards . The results of the survey will dictate if action is required to address any recorded speeding issues. Typically, initial action to speeding issues is in the form of Community Speedwatch (CSW) and Speed Indicator Device (SID) deployment. CSW is a Police led initiative whereby they provide support and training to local volunteers to enable them to undertake educational activities. Further details can be found at: <https://www.wiltshire.police.uk/article/782/Community-Speed-Watch> . Since 2015 the Council has delegated the deployment of temporary SID's to Town and Parish Councils in Wiltshire. You may wish to approach Cricklade Town Council direct to discuss this further with them and establish if they would be interested in deploying a SID. It should however be remembered that as speeding is a moving vehicle offence the enforcement authority is the Police and not the Council. Similarly, the deployment of speed cameras is a decision for the Police.

Defects - Damage to Highway infrastructure should be reported via the MyWilts App. The location will then be subject to inspection and intervention measures taken in accordance with the Inspection Manual.

Requests for new infrastructure (Zebra crossings, new kerbs etc) - Suggestions can be raised using a similar process as for speeding concerns. First stage is completion of a downloadable form. This is sent to the relevant Town or Parish Council for endorsement and then forwarded on to the Local Highway & Footway Improvement Group (LHFIG) for

prioritisation and funding. Full details are available on the website at:
www.wiltshire.gov.uk/council-democracy-area-boards

Surfacing - The B4040 will be subject to inspection and appropriate action to keep it safe.

Motorbikes - As a moving vehicle offence the concerns expressed should be raised with the Police as the enforcement authority.

3. Question

Firstly, the sheer numbers and size of articulated vehicles that transit both ways on Calcutt Street and the High Street.

These vehicles are far too big for these roads and there are continual blockages and queues because they cannot pass each other on Cricklade's narrow roads particularly at the Clock roundabout.

Secondly, the weight of these lorries continually damages the road surfaces and the kerbs as they have to mount them to gain passage.

This is most damaging, again, at the Clock roundabout as they turn left to enter the High Street where the kerb and road are most affected. The damage was repaired recently and by the next day the apex was back as bad as it was.

There is a similar problem with these vehicles coming along the Chelworth Road and then onto the High Street or Malmesbury Road. The road surface at this junction is an appalling state and, again, although some repair was carried out recently, within days the surface was almost back to its previous state. In my opinion this is due entirely due to the excessive weight and frequency of heavy cargo vehicles.

It is my understanding that these vehicles are supposed to use the Spine Road but don't.

Be that as it may, there needs to be a total ban on vehicles over 3 tons (7.5 tons for delivery in Cricklade itself) from entering or transiting Cricklade at all and a bypass built if a ban is not feasible.

All the above combine to create a danger for, not just vehicular road users, but cyclists and pedestrians as well.

Answer:

The option of implementing a weight restriction through the town centre has been considered in all the studies undertaken regarding Cricklade and have subsequently not recommended restrictions be applied. The latest report (commissioned by the Town Council) also concludes that whilst a restriction might be feasible; "The introduction of highway regulatory measures that restrict vehicles, especially those of HGVs, are unlikely to be successful without a realistic alternative route around the town" Calidus (2021)

Wiltshire Council do consider weight restrictions as part of the suite of freight mitigation measures that we can implement. However, in this instance such a restriction would not be supported without a viable alternative route. It should also be noted that environmental weight restrictions would be 'except for access' and given that a large proportion of HGVs are known to be accessing the Chelworth Industrial estate, such a restriction would be extremely difficult to enforce and unlikely to be supported by Wiltshire Police.

A study undertaken in 2005 in the Cricklade area established that the majority of HGV's travelling through Cricklade serve local needs. Consequently, the representatives of the Cricklade/Ashton Keynes/Leigh Freight Quality Partnership Working Group agreed that it is

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| | <p>legitimate for HGV's serving these local needs to pass through Cricklade and imposing a weight limit in Cricklade, or designating alternative routes albeit advisory, is not considered an appropriate mechanism to address the number of HGV's in Cricklade. It is likely this would have little effect in the town centre itself and lead to the exacerbation of problems for communities on other routes in the area, for example on the B4696. Wiltshire Council did however, as a subsequent result of this study, implement some small-scale improvements in Cricklade to alleviate the impacts of HGV traffic. You will note that on Wiltshire's HGV Route Network, the B4696 is only designated as an advisory local lorry route to the Cotswold Water Park (west).</p> <p>The following studies have been undertaken:</p> <ul style="list-style-type: none"> • Cricklade HGV Registration Survey (2001) • Wiltshire Freight Quality Partnership-Cricklade Ashton Keynes-Leigh Freight Management Study (2004) • Cricklade HGV Traffic Management-Report of Consultations and Preliminary Designs (2005) • Cricklade HGV Survey (2012) • Cricklade Neighbourhood Plan-Report on Road Transport Mitigation Schemes (2015) • Cricklade Town – Traffic Study – HGV, (Calidus, 2021). <p>All of the above surveys and reports have confirmed and informed the council's assessment of this issue.</p> <p>In 2012 Cricklade High Street was discounted from the FAPM process because numerous studies had already been undertaken with appropriate mitigation applied and as the studies had found, the majority of HGVs on the route had local origins and destinations.</p> |
| <p><u>4.</u></p> | <p>Question:</p> <p>Can you please confirm when the traffic calming measures will be implemented at the entrance to Purton Stoke village.</p> <p>Can you also confirm exactly what measures are being implemented.</p> <p>Since the closure of Hayes Knoll Road a couple of years ago, exiting the junction of Purton Stoke has become a real danger to cars, horse riders, cyclists, pedestrians (including schoolchildren) needing to use the bus shelter on the opposite side of the road, horsebox trailers and milk transporters alike.</p> <p>I myself have almost been hit by the volume of vehicles travelling way too fast past the entrance whilst trying to cross the road with my dogs on more than one occasion.</p> <p>Answer:</p> <p>There are no plans at the present time to implement formal traffic calming measure in Purton Stoke Village. I am pleased to inform you that a proposal has been approved via the Local Highway and Footpath Improvement group (LHFIG) to implement sign and road marking improvements on the B3553 Cricklade Road at the junctions with Newth's Lane and Stoke Common Lane, with delivery programmed for Spring 24.</p> |
| <p><u>5.</u></p> | <p>Question:</p> <p>B4553 - Junction of Packhorse Lane/Bentham/Cricklade Road between Purton and Cricklade.</p> <p>The impact of closing the Hayes Knoll Road C70 between Broadleaze and Cross Lanes has resulted in several road accidents of varying severity at the junction noted above, including the continuation of accidents at</p> |

As well as the increased volume of traffic, due to the C70 road closure, the 50-mph speed limit around the junction on a sweeping bend contributes to these accidents, particularly as traffic travelling from Cricklade to Purton has to cross over cars travelling up to 50mph with limited visibility. Traffic turning right from Purton to Packhorse also has to cross this speeding traffic.

Living, with farmland surrounding this junction, we regularly help passengers, with minor shunts to more serious accidents where the road has to be closed to recover vehicles and only one month ago the Air Ambulance had to attend a motor cyclist who had an accident at the junction.

We have been in contact with Purton Parish Council asking as to why the Hayes Knoll Road could not be reopened into a one-way road (recognising it is a smaller C road).

It does not appear to have been fully considered and would reduce the risk of the accidents occurring at Bentham/Packhorse junction, by cutting down at least half of the traffic crossing over the bend on the junction on a 50mph B road.

We are also very aware of the issues at the Purton Stoke junction and the same issue of speed on the B4553 makes this a very difficult junction to exit out of safely, having already resulted in the death of a youngster at this junction.

Residents and farmers with land along the Hayes Knoll Road would also have increased access at the Cross Lanes, thereby reducing their travel time and fuel use they currently use by having to travel back to Broadleaze, to access the B4553.

We would like to see a study take place on reopening a one-way system on the Hayes Knoll Road C70, before there is a death at the Packhorse/Bentham junction and would welcome a response from Highways on the matter.

Answer:

There are no plans at the current stage to reopen Hayes Knoll Road C70 to motor vehicles, including 'one way'. A proposal to formalise the current arrangement and make signing and road marking improvements at the junction of the B3553/ Tadpole Lane, has been approved by the parish council and the work is programmed to take place during spring/summer 24. A proposal has been approved via the Local Highway and Footpath Improvement group (LHFIG) to implement sign and road marking improvements at Purton Stoke on the B3553 Cricklade Road at the junctions with Newth's Lane and Stoke Common Lane with delivery programmed for Spring 24.

6. Question:

Junction at the entrance to Mouldon View Estate in Purton.

As a resident of the estate, I am sure you are aware of the safety hazards posed by the current state of the junction. Despite assurances and the inclusion of this issue on the Area Board's funding list for approximately five years, it is disheartening that the necessary line markings and extended yellow lines to prevent parking at the blind T junction have not yet been implemented.

I am reaching out to request an update on the timeline for addressing this matter. Over the past couple of years, there have been promises indicating that it was of high priority, yet the situation remains unchanged. Can you please provide clarity on when we can expect the completion of the required lineage?

Additionally, once the markings are in place, it will be essential for both Wiltshire Council and the Police to enforce parking regulations rigorously. Unfortunately, recent observations suggest a lack of enforcement despite reports made through 101 and Wiltshire Council channels.

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| | <p>I kindly urge you to prioritize this issue for the safety and well-being of all residents and visitors to Mouldon View Estate. Improved junction markings and effective parking enforcement are crucial steps towards ensuring a safer environment for everyone.</p> <p><u>Answer:</u></p> <p>It was agreed at the January 2024 RWB & Cricklade LHFIG meeting to implement give way lines at the junction of Mustang Way / Moulden View. The work will be undertaken as part of the council's routine road marking operations. Unfortunately, agreement was made when lining operations are suspended due to the weather (October to March). It is now estimated that work will take place in early spring 24. Please note, there are no plans at this stage, to implement changes to the existing lengths of no waiting at any time (double yellow lines) at the junction.</p> |
| <p>7.</p> | <p><u>Question:</u></p> <p>I am extremely concerned about the volume of heavy traffic which comes past my house at peak times. My concern is that because we have no pavements, a child or young person walking to school could very easily get injured. It is this thought which drives me to draw your attention to this problem. I would be interested to know your thoughts on this matter. In addition, I believe there is a weight limit for heavy vehicles going down Pavenhill. This is not policed in any way so frequent heavy vehicles use this route.</p> <p><u>Answer:</u></p> <p>The historic layout of Pavenhill and the limited width of Highway mean that a dedicated pedestrian provision, such as a footway, cannot be provided. It may be that other engineering measures can be introduced to help but this requires more detailed study. It is recommended that these concerns be raised with the Parish Council who in turn can ask the LHFIG to investigate further if deemed a priority by the group.</p> |